

The Times-Dispatch

Business Office: 115 E. Main Street
 Richmond, Va. 22202
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BY MAIL: One Six Three One
 POSTAGE PAID: Year. Mo. No. Mo.
 Daily with Sunday: \$6.00 \$3.00 \$1.50
 Daily without Sunday: 4.00 2.00 1.00
 Sunday edition only: .50 .25 .10
 Weekly (Wednesday): 1.00 .50 .25

By Times-Dispatch Carrier Delivery Service in Richmond (and suburbs) and Petersburg—
 Daily with Sunday: 10 cents
 Daily without Sunday: 5 cents
 Sunday only: 10 cents

Entered January 27, 1906, at Richmond, Va., as second-class matter under act of Congress of March 3, 1879.

MONDAY, DECEMBER 25, 1911.

CHRISTMAS.

Long before the Christian era savage tribes of the northern hemisphere from the Mediterranean to the Arctic Ocean had yearly held high revel when the sun once more set his face towards the cold and chilled north. The name and record of the man who first discovered that the shortest day of December was the last day on which the sun was journeying away from the north have been lost in the obscurity of a forgotten past.

But the feast kept on, though the founder was forgotten—just as men to-day light fires without knowing or caring whom it was that first brought this gift down from heaven. For all may warm themselves before a cheery flame, and all may rejoice in the depth of cold and killing winter over the certain promise of returning spring. That is why the feast of Noel and of Yuletide endured. It had a foundation of imperishable truth behind it; it rejoiced in the hope of the coming miracle of fruitfulness and harvest in the midst of darkness and cold it simulated with fire and evergreen the brightness, warmth and verdure of the summer. We, too, are kin to those rude forefathers. And so the impulse for revelings is not altogether strange, even in this late day. Old habits are hard to break, and the nations of the world are today the oldest nations that time has seen.

But we are not savages. We do not worship the sun, nor sacrifice men to appease an unseen God. The beginnings of our Christmas are known. The land may still be seen where the first Christmas was celebrated; the very words in which it was announced are heard throughout the world, and the miracle that it foretells is far truer and far more important than even the return of seedtime and harvest. For that miracle goes to the very essence of the value of each man's life. It is the wonderful truth that the God who made this world cares for each one in it, and that the springtime of immortality lies waiting for the awakening touch of human will. And so the Christmas of to-day is a strange mixture of savage survival and divine revelation. And in nothing is the divinity of that conception more clearly manifested than in the care which is taken at this time for the old, the weak, the sick, the deformed, the children—for those who without protection could not care for themselves, for those who yearn for happiness they cannot secure by their own effort. At Christmas the hands of time turn back. Old age renews the raptures and delights of youth; the long-sought spring of rejuvenation is found, and the heart that is toughed by the Christmas spirit knows again the unquestioning satisfaction of youth in the fulness of the joy of giving—that joy which never grows old.

There are in Richmond some 150,000 people, and not one of these will be deliberately unremembered or overlooked to-day. This city has been blessed with material prosperity, but, above all, has it been blessed with a spirit of sympathy and kindness and love and charity. There may be empty stockings, but they will be few compared with those that have been filled by loving hands and the Christmas spirit. There will be vanished faces that cannot be recalled. There will be breaking hearts for death and sorrow, who do not stay their coming for any time or season. But above and beyond dominating all the sorrow is the glad consciousness in this city and among its people of something of the joy the angels felt when the multitude of the heavenly hosts sang together, "Peace on earth, good will toward men."

COMMISSIONER KOEHLER'S REPORT.
 No megaphone was ever invented that could compare with the written word for power.

The annual report of the Virginia Department of Agriculture gives a splendid idea of what the State is doing to utilize and develop its splendid agricultural resources. It is in the highest degree gratifying to see how the people of Virginia are beginning to appreciate and utilize the resources with which they have been so bountifully blessed by nature. Schools, good roads, demonstration trains, lectures on agriculture and related topics, bulletins from Blacksburg and from the Department of Agriculture are all doing their part to enrich the State and add to the opportunities in the lives of the young men and young women of this Commonwealth.

The increase of Virginia agricultural wealth has always been very near the heart of Governor Mann. When the leaders in politics join with the press and the people, nothing but insuperable natural difficulties can pre-

vent progress. No such difficulties confront Virginia. We can grow alfalfa, and we do grow it with extraordinary success and profit. Virginia apples, tobacco and export cattle rank with the best in the world; as a corn State Virginia is being recognized as a leader in scientific seed selection and farming. Equally great opportunities lie before the man who goes in for the breeding of hogs and sheep. Dairy farming is really in its infancy; creameries offer a mine of wealth when developed and run scientifically. The apple orchards surpass the tales of bonanza orange groves in California; from every section and from every source comes added evidence of the growth and wealth of Virginia in all lines of agriculture, and the last report of Commissioner Koehler, both in text and photographs, makes an exhibit that will encourage Virginians, will increase immigration to the State and should greatly improve the methods of farming. The future which has long been prophesied for Virginia farmers has arrived, and that future will grow brighter every year.

LAWYERS AND THE COST OF LIVING.

That distinguished teacher of law, William R. Vance, formerly a member of the law faculty of Washington and Lee, and dean of the George Washington law school, and now a professor in the Yale law school, will next year become dean of the college of law in the University of Minnesota. Already he is proposing to the Legislature of Minnesota that it amend the law which now admits law graduates to the bar without an examination. It is the belief of this eminent man of law that there are too many lawyers, and that the aim of law schools should be to make better and not more lawyers. With the leaders in the profession, he agrees that the test for lawyers should be qualitative and not quantitative. The movement has been steadily upward in this respect. Many lawyers, we are informed by the Des Moines Register, "are only firmly established" in the practice of the law in Western States who were admitted by committees of the local bar without searching examination, if at all. That great lawyers were produced by this loose system is no longer advanced in its defense. The conditions of admission everywhere have gradually been strengthened, with the co-operation of the profession.

The Register makes a rather novel argument in claiming an economic effect for rigid requirements for entrance into the legal profession. One of the most serious phases of the problem of living at the present is the increase in non-productive workers and the corresponding decrease in productive labor. "In the last analysis," says the Minneapolis Journal, "this tendency comes nearest to explaining the high cost of living. It is well, therefore, to stop the economic waste of making too many lawyers and doctors." Everybody knows the significance of the "back home" movement. Secretary of Agriculture Wilson is in a state of perpetual protest because boys leave the farm at the time when they should become producers. To this diminution of farm labor he attributes a short supply of meat-producing domestic animals, with its inevitable effect on living conditions.

The Register thinks that it is "possible" that Professor Vance has proposed a solution of the problem of the high cost of living, because rigid entrance requirements will create a larger army of producers. The view is one in which we cannot concur. An attempt to force a certain class out of a particular profession will prove abortive, unless it be in the case of the medical profession, where the extraordinary interest of public health is invoked. However, reasonably high entrance requirements are beneficial and justifiable if they serve to call to the attention of young men in the sphere of productive activity the fact that preparation for efficiency in any profession is obtained only after years of study and patient research. In so far as the necessity for high qualifications will warn the would-be lawyer that it is no lazy man's profession which he would enter, and that it requires long preparation and severe application, the Register is right, but the protective prohibitory principle cannot be applied in this country for our brethren of the bar.

A MACHINE OF MALCONTENTS.

Spites in the Republican ranks cause the Democrats to rejoice because division adds to the possibility of defeat, but unless these movements of accession are substantial they are not worth considering. When insurgents are unwise they are to be commended if their cause be good; but when they are simply disappointed office-seekers who failed to connect with a plum they deserve little, if anything.

It seems that Mr. Taft's chief enemies in Ohio are those who failed to receive good things that the President gave away. Referring to the people who are conducting the La Follette boom in the Buckeye State, the Cincinnati Commercial-Tribune says that "noise is the chief asset of the La Follette boosters. There are always a few people who can be fooled by a racket." The Cincinnati paper also notes a "curious phenomenon"—that "nearly every one" of the conspicuous anti-Taft leaders in Ohio is a person whom Mr. Taft disappointed in some way in his distribution of slices of patronage pie.

John J. Sullivan, for instance, started the Roosevelt boom at the Garfield Club banquet at Youngstown. He is very enthusiastic for a third term for the Cincinnati of Oyster Bay. Sullivan was not reappointed United States district attorney in Cleveland. Judge Wannamaker is also a vocifer-

ous advocate of the defeat of Mr. Taft. He was one of the disappointed candidates for the Federal judgeship at Cleveland.

Walter Brown traveled to Washington to force, if possible, an extra preference vote of some kind from the Republican National Committee. He has never recovered from his failure to land certain postmasterhips and other fat Federal appointments under the Taft administration.

National Committeeman Lee, of Indiana, protested in Washington the other day that Mr. Taft has no chance to carry Indiana. He had a good Federal job in the internal revenue department, but he is not holding it now. Any movement with personal political revenge as its motive is liable to fall short of the mark. Mr. Jefferson said of officeholders, in substance, that few died and none resigned, and he might have added that those who once seek office never quit.

BETTER RAILROAD EQUIPMENT.

It has been proposed that in the United States there be compulsory substitution of steel for wooden passenger cars, and that universal block signals on the railroads be provided. The estimated total cost would be \$150,000,000 or \$500,000,000. This brings up the question as to interest burdens on one hand and savings in operating expenses on the other. Interest on \$150,000,000, at say, 4-1/2 per cent., would be \$33,000,000. Statistics of the Interstate Commerce Commission for the year 1909 show that the railroads paid \$3,500,000 in that year for "clearing wrecks," and \$18,000,000 for injuries to persons, a total of \$21,500,000.

In the same year they paid \$25,000,000 for loss and damage to freight, but the greater part of this loss comes from causes that have nothing to do with wrecks. Personal injury claims arise in some part independently of collisions and telescoped cars. Then, too, the savings brought about in these directions by block signals and steel cars would follow and not accompany the capital expenditures involved, and so a "transition period," unquestionably embarrassing to all but the strongest firms, would be created. With the completion of the physical changes demanded, there is a question as to whether the roads could save more than two-thirds of the expense on clearing wrecks and injuries to persons, or more than a third of the total bill for freight loss and damage. That would make \$22,000,000 altogether, or two-thirds of the interest burden threatened.

The cost of steel cars would not be the whole bill for that special item of reform. Steel cars make very heavy trains, and a large proportion of the railroads would have to supply themselves with new and more powerful motive power, not when the old wore out, but just as soon as steel cars were put into use. In advance of the operation of such cars countless bridges would have to be torn down and replaced with heavy structures, or would have to be rebuilt or reinforced. With reference to this matter of reconstruction of the roadbed, the Wall Street Journal, the source of our information, says:

"This is true in spite of the fact that many roads are now working with steadily increasing freight car and train loads, and that all are striving in that direction. A heavy passenger train presupposes much more in the way of roadbed, bridges and such other items as switches and cross-ties than the slowly moving heavy freight. Railroad managers are not content themselves with bare compliance with whatever measures Congress may pass and forget the further responsibilities which the framers of laws are in a position to ignore. What the additional expense of sufficiently solid roadbeds and structures would amount to is guesswork, even for the expert, but it would run up into the hundreds of millions there is scant room for doubt. At any rate the saving in personal damages and destruction of property would only mitigate, not entirely offset, the interest burden sought to be imposed."

This is, of course, a material view of the matter, but it is also the only practical view of it. The humanitarian side of the case is obvious. Railroad authorities should have impressed upon them the desire for safer equipment, but the railroads are not blind to the necessity of taking better care of their employees and passengers. There are several drastic bills in Congress now which are of such a nature that if they were passed the railroads could not possibly comply with their provisions, because the railroads simply do not possess the means. More workable laws, laws adapted to conditions as they exist in the railroad world to-day, should be demanded of Congress. Steel cars and block signals must come, but gradually and in a method which will be reasonable in the light of the limitations under which railroads carry on business.

FIRE DRILLS IN FACTORIES.

A few days ago Philadelphia had a notable experience illustrative of the inestimable value of fire drills in the public schools. In the Cumberland School of that city, owing to the presence of mind of the teachers and the discipline of the children, due to the fire drill, the 350 pupils escaped from the smoke-filled rooms without the slightest confusion, the smallest child, it is stated, seeming to know and appreciate the practical value of the drill and the danger of doing anything calculated to cause excitement and produce a panic. This incident followed closely upon a fire tragedy that occurred in a crowded building in Philadelphia, and the contrast suggested inspired the Philadelphia Ledger to some very pertinent questions and timely observations bearing on the perfunctory provisions in factories

for preventing panic and for "insuring" escape in case of fire.

After stating what is undoubtedly true, that fire panics are all too common in industrial plants, and which, as we all know, contribute more to the death roll than the flames themselves, and nothing that the laws require precautionary measures as to fire escapes, lights, etc., but take no account of the "consequences of panic terror," the Ledger asks: "How many business men have ever given a thought to the holding of fire drills for their employees? How many employees have systematically familiarized themselves with the location of fire escapes, or thought out the nearest and shortest means of access to such avenues of egress as are open to them?" There are, of course, some commendable exceptions to these conditions, but, as a rule, it must be admitted, the indictment conveyed in the Ledger's questions will lie.

In conclusion, the Ledger says the "fire panic terror" in factories can only be guarded against by the systematic training of the individual singly and in masses, and that must be brought about by the humane fortitude of public-spirited men and women. So say we all; and the sooner this humane forethought of public-spirited men and women is enlisted, practically and earnestly, in the mission our contemporary outlines, the better. Delay may mean another harrowing factory "fire panic" calamity, such as visited and horrified New York several months back, with a similar sequence of criminal prosecution and damage suits, in any large American industrial city, any day.

"Loud applause" is often inserted after a long speech in the Congressional Record, but it just means that everybody is so glad that the speaker has stopped talking.

The Atlanta Constitution says: "They didn't name the new King of Siam from a linotype machine gone mad, and yet he is called Chulalongkorn, Maha Vajiravudh," but we would say to the Constitution in Esperanto, the language spoken by the inmates of Atlanta, "Pili geizayusculanos hok smith."

"It seems as if some Vanderbilt were either getting married again or having appendicitis every time we pick up the paper," says the Ohio State Journal.

Voice of the People

The Single Tax.
 To the Editor of The Times-Dispatch:
 Sir,—My foolish attempts to further the cause of a single tax reform have had the usual effect in fastening the name of it upon myself, and the name, though my critics would not tell the difference between a single tax and a socialist.

The point of the Georgian creed is to do away with all indirect taxes and taxes on the products of labor (capital is a product of labor), and in its place take the rent of land (including all public utilities) as the basis and all such improvements as the product of labor; they will be exempt. Only the ground rent will be taken. This sounds very radical to many who have not studied the question, and who are guided by the legal precedent of our English ancestors, but the much-needed reform has the great virtue of simplicity, and there is no common sense about it. It is just common sense to the masses of political economy. The "general property" tax law which we are now suffering under is 300 years old; that is, its intent is a copy of a law passed by the "Long Parliament" in the reign of Charles II.

Now for a concrete fact. It appears to be a great paradox to see people crowded into cities and tenements and underfed, when so much land is idle in the country and the cost of living so high.

Are the people all lazy? Are they all fools? Some who are "well fixed" say there is plenty of land, and the prices of it are ridiculously low, so it must be hoarded. They don't want to work that they suffer. Now here I will show what a colossal error this is, and that it is caused by a lack of thought and a lack of definition as to what constitutes land.

The three factors of the production of wealth are land, labor and capital; but in any country a varying portion of the land is "below the margin of cultivation" (as the phrase is in economic theory), and in reason of poverty of soil, market and other reasons, it is below the "rent line," and no one will pay any rent for the use of it. Some is lower yet, and will not support life.

Of the surface of the earth less than one-third is land, and of that portion only a third part is real land (desirable land), so only one-ninth of the earth is real land, and whoever owns the title to this portion of the earth virtually owns the earth and the people in it. So the question is really narrowed down, and we can see why there are so many landless men and women in the world. It is idle to say you own the land in Virginia near the railroad for \$2 to \$10 per acre. Try to buy some "real land." It is not for sale, except at a prohibitive price, and the price is usually from four to

five times the tax assessment on it.

But the monopoly of the productive land is not yet so seriously felt as is the monopoly of land in cities (land values). The modern city has lifted the price of life for the people, but the land speculator has made the people pay dearly for their small social advantages. The rent is constantly coming up economy rent, and the landlord is "drawing the wages of the community."

Population and the "benefits of government" create all land values, yet the community allows the individual to appropriate most of this great public asset. Also bond issues in cities and for public roads, etc., are all absorbed in increased land values, and yet land pays only a small part of the cost of such bond issues.

In Virginia, we don't realize how land values have shifted and grown. Though 40 per cent. of our land is "below the margin of cultivation," many of the river and blue grass farms are assessed at only 25 per cent. of their real value, and the coal and iron and timber at only 5 to 10 per cent. of its value. In the cities are vacant lots assessed at \$200 that sell for \$2,000. Remember all land is not land; some is just dirt. "FIDELITY."

Charlottesville.

Forest Hill Park Devastated.

To the Editor of The Times-Dispatch:
 Sir,—I read with much attention the article in last Sunday's edition of your paper, signed "A Resident of Woodland Heights," calling attention to the damage and injury alleged that the park is sustaining by reason of the excavation for gravel, etc. Being interested in this beautiful spot of nature, and remembering all land is not land; some is just dirt. "FIDELITY."

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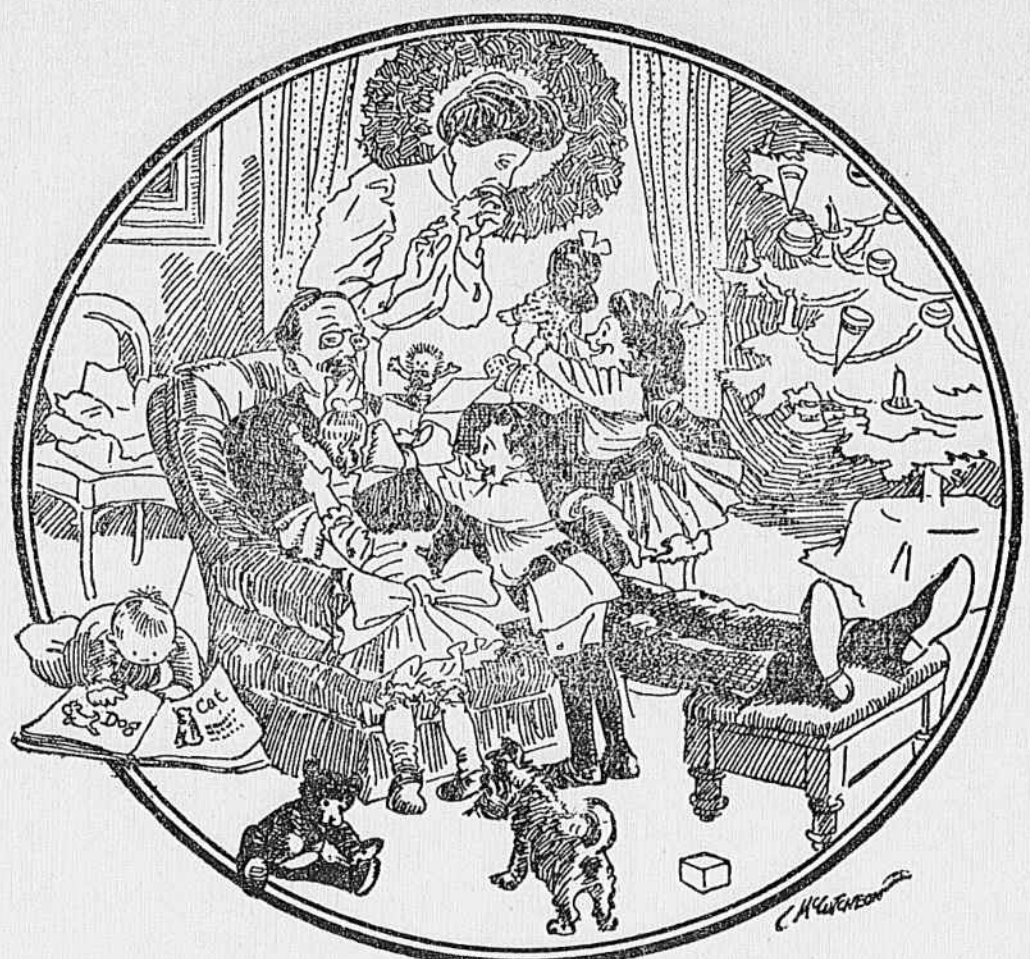
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"O, SEE WHAT I GOT!"

By John T. McCutcheon.

(Copyright, 1911, by John T. McCutcheon.)



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 To the Editor of The Times-Dispatch:
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the heiress of the Lathoms in the reign of Henry IV., over 500 years ago. It was his great-grandson Thomas, Lord Stanley, who figures so prominently in Shakespeare's "Richard III." and whose detection from the crook-back, as that monarch was called, by reason of his deformity, practically decided the battle of Bosworth in favor of Henry of Richmond. Indeed, it was he who on the battlefield placed the crown of Richard III. upon the head of Henry VII., who in return for this gift raised Lord Stanley to the Earl of Derby, appointing him Lord High Constable of England. This Lord Derby was twice married. His first wife was sister of the great Earl of Warwick, the King Maker, portrayed by Bulwer Lytton in "The Last of the Barons" while his second wife was Margaret of Richmond, mother of Henry VII., who thus became his stepson.

The third earl was one of the peers who sat at the trial of Mary, Queen of Scots, and the seventh earl was sent to the scaffold and executed at Bolton by the Roundheads of Oliver Cromwell, in consequence of his loyalty to King Charles. His widow, daughter of Claude de la Tremouille, Duc de Thouars, during that time conducted the historic defense against the siege of the Parliamentarians. Charles II., however, after his accession, proved himself very ungrateful. For when both houses of Parliament passed a bill unanimously, restoring certain of the family estates to the eighth Earl of Derby, which had been lost through the loyalty of his father, and of his heroic French mother to the crown, the eighth Lord Derby, declined to sign the bill, a fact which is recalled to this day, by a tablet erected at Knowsley, on which the conduct of Charles II. is described.

On the death of the tenth earl without issue, it was necessary to go back to a descendant of a younger son of the first Lord Derby in order to find a successor to the earldom and estates, the title of Man going to the Duke of Atholl.

The thirteenth earl was one of the most learned men of his day, president of all sorts of scientific societies. The fourteenth earl was repeatedly prime minister of England, made the best translation in existence of Homer's "Iliad," and was known as "the Rupee of Debate." The fifteenth earl was in turn Secretary of State for the Colonies, for India and for Foreign Affairs, and dying childless, was succeeded by his brother, who, as Lord Stanley of Preston, spent several years in Canada as Governor-General, where his eldest son, the present and seventh earl, acted as his aide-de-camp, frequently visiting the United States, and where his second son, Captain, the Hon. Victor Stanley, of the royal navy, married the daughter of C. E. Pooley, K. C. Premier of British Columbia. The present Lord Derby was prime secretary to Field Marshal Lord Roberts throughout the South African War, where he also did duty as censor of the press, while on his return he entered the Balfour administration, as Postmaster-General. He has two young sons and a daughter. (Copyright, 1911, by the Brentwood Company.)

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La Marquise de Fontenoy

LORD DERBY, who heads the list of winners of stakes on the English turf for the year 1911, and who has